KANSAS CITY
LEGEND

Airports having Control Towers are shown in Blue; all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. Refer to Airport Data for additional airport information. Refer to the Chart User's Guide.

AIRPORTS

Airport without control tower
Seaplane Base
Hard-surfaced runways 1500 ft. to 8069 ft. in length
Hard-surfaced runways greater than 8069 ft. in length
Hard-surfaced runways with lighting
Open dot within hard-surfaced runway configuration indicates approximate VOR, TACAN, or VORTAC location
All hard-surfaced runways, including those closed, are depicted

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having landmark value
Military - (Mil) Other than hard-surfaced, all military airports
Hard-surfaced runways 1500 ft. to 8069 ft. in length
Hard-surfaced runways greater than 8069 ft. in length
Hard-surfaced runways with lighting
Helicopter Only
Heliport
Helicopter Only Landing Area (Pvt)
Heliport (Pvt)

Each procedure indicates the use of this marks around basic airport symbol. Consult Chart Supplement for details and availability of airports with hard-surfaced runways greater than 8069 ft.

RESTRICTIONS - Airport may restrictively affects airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and nearest airspace classes are shown. Refer to Chart User's Guide.

- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace (Class E Airspace is normally 700 ft. or 1200 ft. AGL unless otherwise charted)
- Class E Airspace with floor 1200 ft. AGL or Higher
- Class E Airspace with floor 14,500 MSL or Higher
- Class E Airspace with floor 18,000 MSL or Higher
- Class E Airspace with floor 60,000 MSL or Higher
- Class G Airspace (Uncontrolled Airspace) is normally 1200 ft. AGL or less than 1500 ft. AGL unless otherwise charted
- Class A, B, C, D, and E Surface Area (Class B Airspace and Class C Airspace are indicated by solid line segments; Class D Airspace and Class E Airspace are indicated by dashed line segments.)
- Special Airport Traffic Area (Class D Airspace unless otherwise indicated)
- National Defense Airspace Area (May be Class B, C, D, or E Airspace)
- Air Defense Identification Zone (ADIZ)
- Class E Airspace (Class E Airspace is normally 700 ft. or 1200 ft. AGL unless otherwise charted)
- Class G Airspace (Uncontrolled Airspace)

COMMUNICATION SYMBOLS

- ABQ ARTCC 132.2 — ALBUQUERQUE CENTER
- OMAHA RADIO 123.6 — OMAHA RADIO
- Frequency Not Usable to Ground Station
- Ground Communication Outlet
- Broadcast Station
- Limited Airport Facilities
- Flight Service Station (FSS)
- Weather Camera

FSS radio frequency: 122.2 — Limited Airport Facilities

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR/DME
- VORTAC
- TACAN
- NDB (Compass Locator at LOM/LMM)
- Non-Directional Radio Beacon (NDB)
- VOR/TACAN, VOR/DME, or TACAN
- NDB/DME
- VOR - DME

OBSTRUCTIONS

- 1000 ft and higher AGL
- Above 200 ft AGL but less than 1000 ft AGL (above 1000 ft MSL)
- Above 200 ft AGL (above 1000 ft MSL)
- Obstruction with high-intensity white strobe light
- Wind Turbine Farm
- Wind Turbine
- Tower
- Group of Obstructions
- Navigational Light on Obstruction
- Antenna Tower on Building
- Overhead Wire
- Overhead Wire Crossing
- Overhead Wire Crossing Over Water
- Overhead Wire Crossing Over Canyon
- Overhead Wire Crossing Over Valley
- Overhead Wire Crossing Over Water Canyon
- Overhead Wire Crossing Over Water Valley
- Overhead Wire Crossing Over Canyon Valley
- Overhead Wire Crossing Over Water Canyon Valley

MISCELLANEOUS

- Aerobatic Practice Area (Non-Congested Area)
- Glider Operations
- Hang Glider Activity
- Ultralight Activity
- Unmanned Aircraft Activity
- Parachute Jump Area (See Supplement)
- Blimp Activity
- Space Launch Activity Area
- Rocket Launch
- Traverse Light
- Traverse Line (Non-Directional)
- VFR Waypoints

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Spot Elevation
- Elevation Base of Terrain

Shaded Relief Effect of Feed. Page symbol does not indicate a recommended flight path. Absence of the page symbol does not indicate a recommended obstacle free path. Obstacles may exist within and near mountain passes.

AIRPORT DATA

Blue indicates FAR 93.9 (Part 93) Special Air Traffic Rules & Airport Traffic Area. Magenta indicates Non-Rotating Beacon Light (Military Airports only). CT - 118.3 ● 6 210.125 Primary Approach Control Frequency (publish use) ● 6 - Type of Approach Control Service (see Chart Supplement) 210.125 - Primary Approach Control Frequency (publish use) ● 6 - Type of Approach Control Service (see Chart Supplement) VFR Arrival 135.8 — Recommended VFR Inbound Contact Point

Boldface Arrival Service Station

CT - 118.3 - Control Tower (CT) - primary frequency

Automatic Terminal Information Service (ATIS) frequencies

Automatic Flight Following Frequency (CTAF)

Weather Camera

ATIS 135.8 — Automatic Terminal Information Service

ASOS/AWOS 119.025 — Automatic Hurricane Service (AHS)

ASOS/AWOS 135.42 - Automated Surface Weather Observing System/Automated Weather Observing System (ASOS/AWOS) provides continuous weather broadcast

UNICOM - Aeronautical advisory station

Shaded Area Indicates Mandatory Radio Contact to this ATIS or Control Frequency is Within Two Miles (3.7 Kilometers)

ASOS — Elevation is Used

Lighting Limitations exist. Refer to Supplement.

Lighting Limitations exist. Refer to Supplement. Operates Less than Continuous Hours. Refer to Supplement.

Minor Lighting Limitations exist. Refer to Supplement.

When rotating beacon is operated during daytime hours, the beacon light color is reduced to a dark. Lighting system may be in operation during daytime hours. Refer to Supplement for operation hours.

Rotating beacon not in operation. Refer to Supplement.

Pilots may find it difficult to distinguish between ground lights and lights on structures.

Pilots may find it difficult to distinguish between ground lights and lights on structures during periods of reduced visibility.

Pilots may find it difficult to distinguish between ground lights and lights on structures during periods of darkness.

Pilots may find it difficult to distinguish between ground lights and lights on structures during periods of darkness or reduced visibility.

Pilots may find it difficult to distinguish between ground lights and lights on structures during periods of darkness or reduced visibility. Lighting system may be in operation during daytime hours.

Pilots may find it difficult to distinguish between ground lights and lights on structures during periods of darkness or reduced visibility. Lighting system may be in operation during daytime hours. Refer to Supplement for operation hours.

Pilots may find it difficult to distinguish between ground lights and lights on structures during periods of darkness or reduced visibility. Refer to Supplement